














CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

1897.  1897.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.  
(Calling at SHANGHAI, NAGASAKI, KORE, YOKOHAMA AND VICTORIA, B.C.)

**SAFETY—SPEED—PUNCTUALITY.**  
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
(Subject to Alteration.)

EMPERESS OF CHINA...Comdr. H. PRYDE; R.N.R..... WEDNESDAY, 27th Oct.  
EMPERESS OF INDIA...Comdr. O. P. MARSHALL; R.N.R. WEDNESDAY, 24th Nov.  
EMPERESS OF JAPAN...Comdr. Geo. A. LES; R.N.R..... WEDNESDAY, 22nd Dec.

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THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the Japan  
INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to  
VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK.

Trans-Canada Lines, and make connection at Vancouver with the PALATIAN TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leaves daily, and cross the Continent FROM THE PACIFIC to the ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston, with ALL TRANS-ATLANTIC Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked on all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. **Special 10% reduction** (not class only) granted to Missionaries, Members of the Navy and Army, and to Clergymen.

Military, Diplomatic and Civil Services, and to the Consulates of China and Japan Government.

The attractive features of this Company's route embrace its PALATABLE STEAMSHIPS, (second to none in the World), the LUXURIANCE OF TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent CHINESE WORLD EXHIBITION) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS, AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to  
 D. B. BROWN, General Agent  
 PADDON STREET,  
 Hongkong, September 29, 1897.

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### Mails.

**NORTHERN PAIFIC STEAMSHIP COMPANY**  
 AND  
 OREGON RAILROAD AND NAVIGATION COMPANY.

FOR PORTLAND OREGON

### Money Orders.

(Office Hours (Sundays and holidays excepted) 10 to 5, Saturdays 10 to 1, but this is open from 10 to 5 on the working days before any mail for Europe, which leaves here.)

[Money orders cannot be issued or cashed on Saturdays or on the day immediately preceding mail mornings, when closing mails for Europe.]

[Money Orders are issued at San Francisco, to current rates of exchange.]

THE following countries and places are  
China, Formosa, Japan, Korea, and  
China Port (Hankow, Canton, Swatow,  
Foochow, Ningpo, Hankow, and Shanghai).  
Hawaii (San Francisco and Honolulu).  
British India (including Burma and the  
Islands of the Indian Port Office in the  
East Indies).

Japan, Korea (Yokohama, Osaka, Kobe,  
Kure, Yokohama and Hakodate).  
New South Wales.  
New Zealand.  
North America.

to Farall  
small  
ships  
Taitai  
Orange  
Malacca  
to the  
at San  
of the

for Coast Points, and to Canadian and United States Ports.

Consular invoices of Goods for United States Ports should be sent quadruplicate, and one copy must be sent forward by the Steamer to the care of the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon.

Goods are to be taken up at 8 p.m.—with address marked in full by 6 p.m. on the day previous to sailing.

For further information as to passage or freight, apply to

DODWELL, CARROLL & Co.,  
General Agents,  
Hongkong, October 16, 1891.

7078

seam-

ANGERS

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Small  
Ships  
Taitai  
Orange  
Malacca  
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Hongkong, October 16, 1891.

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seam-

ANGERS

Intimations.

A TERRIBLE COUGH.  
A TERRIBLE COUGH.  
A TERRIBLE COUGH.

"Dear Sir,—I am a poor slave, as respects my feelings, but I would like to thank you very much for having been so kind as to send me your medicine."

South Australia.  
Siam (Bangkok only).  
South America.  
Sierra Leone.  
Singapore, Penang, Malacca.  
Siam.  
Tasmania.  
United Kingdom.  
United States of America.  
*Foreign Countries—*  
America—Hungary.  
Belgium.  
Bulgaria.  
China.  
Denmark (including Iceland and Feroe Islands).  
France, West Indies.  
Germany.  
Greece.  
Italy (with Agencies at Tripoli, Alexandria, Smyrna).  
Japan.  
Norway.  
Sweden.  
Switzerland.  
Turkey.  
United States.  
Portugal (including Madeira and the Azores).  
Roumania.  
Russia.  
Spain.  
Sweden.  
Switzerland.  
Turkey.  
United States.

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1. The first step in the process is to identify the problem or issue that needs to be addressed. This involves gathering information and understanding the context of the problem.

2. Once the problem is identified, the next step is to define the objectives and goals of the project. This helps to clarify what needs to be achieved and provides a clear direction for the work.

3. The third step is to develop a plan or strategy to address the problem. This involves identifying the resources needed, the tasks to be completed, and the timeline for the project.

4. After the plan is developed, the next step is to implement the plan. This involves putting the plan into action and monitoring progress to ensure that the objectives are being met.

5. Finally, the last step is to evaluate the results of the project. This involves assessing the outcomes against the objectives and identifying any lessons learned for future projects.







**Merchant Vessels in Hongkong Harbour.**

of late Arrivals and Departures reported to

str.	1734	Oct.	18	David Samson, So.
str.	1418	Oct.	17	Jardine, Matheson
str.	561	Oct.	18	Wieler & Co.
str.	3003	Oct.	5	C. P. R. Co.
str.	305	Oct.	19	A. B. Martin

str.	574	Oct.	17	Douglas Steamship
str.	784	Oct.	20	Douglas Steamship
str.	1183	Oct.	10	Douglas Steamship
str.	832	Oct.	17	Nippon Yusen Kaisha
str.	2031	Oct.	19	Nippon Yusen Kaisha
str.	2039	Oct.	11	Malchers & Co.
str.	2386	Oct.	17	P. & O. S. N. Co.

str.	1020	Oct. 19	Yuen Fat Hong.
str.	996	Oct. 14	Butterfield & Swi
str.	3600	Oct. 10	Arshold, Karberg
str.	600	Oct. 18	Jebson & Co.
str.	783	Oct. 18	Mayer & Co.
str.	1980	Oct. 19	Holliday, Wise &

str.	1011	Oct.	20	Yuen Fat Hong
str.	1021	Oct.	18	Yuen Fat Hong
str.	2043	Oct.	19	P. & O. S. N. Co.
str.	3113	Oct.	19	Melchers & Co.
str.	900	Oct.	18	Bradley & Co.
str.	1067	Oct.	19	Butterfield & Swire

rw.	str.	914	Oct.	17	Carlewitz & Co.
r.	str.	828	Oct.	20	Meyer & Co.
r.	str.	1812	Oct.	14	Siemsen & Co.
it.	str.	1617	Oct.	20	Jardine, Matheson
pan.	str.	1567	Oct.	19	Nippon Yusen K.

er. sh.	1879	Aug. 12	Standard Oil Co.
er. sh.	1414	Sept. 19	Arnhold, Karberg
r. bqs.	639	Sept. 28	Molcham & Co.
am. bqs.	350	Oct. 11	Order
it. bqs.	1008	Sept. 21	Order
er. sh.	1637	July 5	Arnhold, Karberg

aw.	bqe.	1400	Sept.	24	Standard Oil Co.
aw.	sh.	1480	Aug.	4	Standard Oil Co.
lit.	bqe.	1380	May	24	Standard Oil Co.
aw.	sh.	1899	Oct.	2	Standard Oil Co.
lit.	bqe.	600	Aug.	28	Wieler & Co.
i.	bqe.	688	Oct.	18	Order

	Tons.	Guns.	I.H.P.	
	1,700	10	2,000	Germany

	1080	8	1480	Comma
	1770	6	3500	Comd. (
	10,500	14	12,000	Captain
	1150	8	2000	Comma
Refenc	383	2	200	Lt.-Com
	453	2	350	Lieut.-
st class	7350	12	12,000	Captain

1st class	200	4000	Lieut. 1
2nd class	280	67	800
3rd class	1640	12	8500
4th class	5800	8	900
5th class	3600	2	87
6th class	756	12	8500

1050	8	1400	Capt. C
760	6	1200	Lieut. J
3800	8	9000	Capt. A
755	6	1200	Lieut. M
3600	8	9000	Capt. V
716	6	1200	Lt.-Col.

	756	2	870	Capt. E
	2047	—	—	
Defence	383	2	200	
	6500	12	8500	Capt. A
	5157	14	—	Comm
mov	2750	4	1000	

of-war on the China and

	Tons.	Guns.	H.P.	
	5640	16	8000	Capital
	7781	18	8000	Capital
	810	2	730	Capital
	1640	8	2950	Capital

475	3	450	Common
7000	12	4500	Common
400	3	400	Lt. Gen.
950	2	1150	Captain
3000	8	3700	Captain
3280	6	4400	Capt. A
		400	V. A.

480	8	600	Capt. J.
1640	8	2900	Capt. J.
3968	14	8500	Capt. J.
6000	16	7000	Capt. J.
1200	4	1528	Capt. J.
1120	4	1600	Capt. J.
1028	4	2000	Capt. J.

12,345	1	3500	Comm.
500	9	3500	Capt.
1200	2	1000	Capt.
520	3	600	Lieut.
1490	5	2000	Capt.
4800	8	2980	Comm.

1948	4	2900	Continental
1948	15	6700	Captain
1949	9	2150	Capt.
1949	2	1800	Capt.
1950	8	1600	Capt.
1950	1	750	Ther.

500	8	540	La. O.
1870	9	850	Don
5000	14	17,934	Capital
1400	8	9000	Capital
8000	15	8000	Capital
1640	9	8000	Capital











































































409	4	107	Com
440	15	100	Com
500	6	100	Eng
10,105	10	10,200	Com
550	2	115	Eng
550	2	115	Eng
550	2	115	Eng

110	1	100	100
100	11	100	100
100	11	100	100
100	11	100	100

to Blue Buildings.  
to East Point.  
and to North Point.

Yokohama	Oct. 21.
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Shanghai	Oct. 21.
Yokohama	Oct. 21.

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Mr. E. S. Donaville	Shanghai
J. Kingmill	Corea
Spencer H. Login	Nagasaki
Mr. Galloway	Nagasaki
Chadwick	Shanghai

Shirane	Tamami
Former	Shanghai
C. Corry	Shanghai
Hubert V. Y. de Horsey	Singapore
A. Tisdall	Yokohama

Japan Station.

der Jeannet	Chamipe
Dr. Jose dos Reis	Maceo
Boisman	Shanghai
F. Wildes	Honolulu
Martin de Oliva	Manila

Rebrannikoff	Manila
Rodriguez Trujillo	Manila
San. R. Benavente	Hagahi
Schachoff	Hongkong
Sider do Bois	

Beijing	Wootung
Chang	Chabo
Yamato	Vladivostok
Yokohama	Shanghai
	on route

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